

DRYER CARS
AND
CLAY WORKING
EQUIPMENT



FRANK H. ROBINSON
PITTSBURGH, PA

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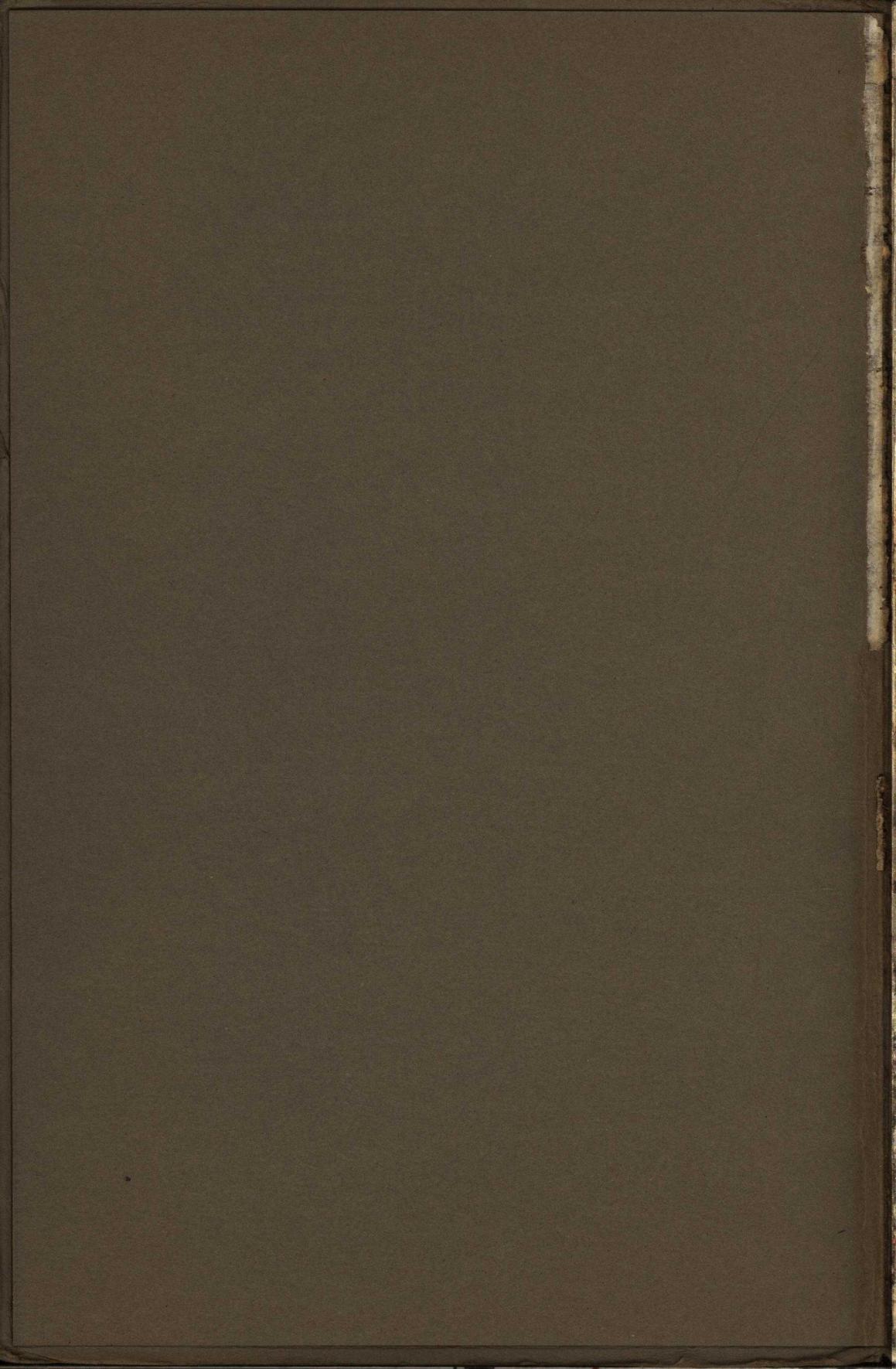
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FRANK H. ROBINSON

MANUFACTURER AND DEALER

Dryer Cars
Rack Cars
Pallets
Transfers
Kiln Bands
Clay Cars
Steel Rails and Portable Track
Richardson Repress and Dies
Pittsburgh Hot Air Dryer
Radiating Plate and Dryer Castings
Waste Heat Dryer
Brick and Tile Machinery
Elevators
Clay Feeders
Screens
Dry and Wet Pans
Rock and Shale Crushers
Brick and Tile Barrows
Wire Rope
General Supplies and Repairs



CATALOG No. 12

GENERAL OFFICES
FULTON BUILDING, PITTSBURGH

FACTORY
NEW GALILEE, PA.

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FOREWORD



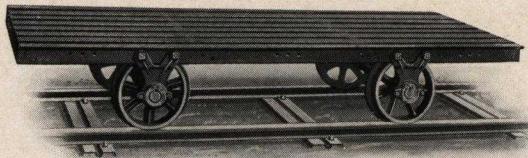
FOR over twenty-three years, we have been associated with manufacturers of equipment for the Clay Working Industry, being the connecting link between the trade and the factory—and, believing that a greater personal service is possible by maintaining the closest liaison between the clay plant and the factory, have developed the idea of manufacturing the line under our own immediate direction.

CThis is only possible in part, but we are pleased to announce that we have taken over from the Lakewood Engineering Company, all the rights, drawings and patterns of their Dryer Car business, and are manufacturing at our factory the **LAKEWOOD LINE** of Dryer Cars, Transfers, and Kiln Bands, as well as the well known Richardson Double Die Steam Repress, the Pittsburgh Hot Air Dryer, Mine Cars and Barrows. Together with these products of our own manufacture, we are able to offer to you the Freese line of Brick and Tile Machinery, as well as other equipment and accessories for your plant.

CCorrespondence is invited from the manufacturer of clay products with reference to his needs. We are prepared to build cars for special conditions where our standard types are not suitable for peculiar conditions.



Lakewood Dryer Cars

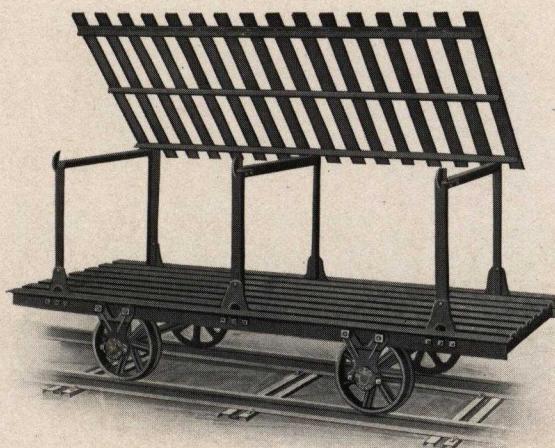


Lakewood Car No. 133

STIFF Mud Car. Siderails turned out. One permanent channel deck. Siderails punched to permit the addition of uprights later if desired.

Length overall.....	6 ft. 11 in.
Width overall.....	35 in.
Height top of rail to top of car.....	13 in.
Standard track gauge.....	24 in.
Special track gauges.....	23 in. to 25 in.
Weight.....	325 lbs.
Capacity.....	2 tons

For details see pages eleven to seventeen

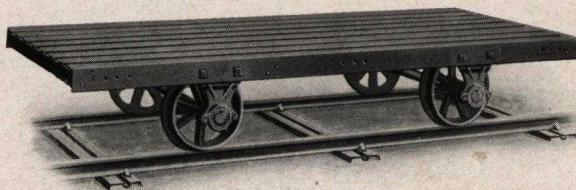


Lakewood Car No. 166

THE No. 133 car, with uprights and top deck, makes our No. 166 Lakewood Car. Malleable braces supporting uprights are fastened on inside of siderails. Bottom deck is permanent, and top deck is removable.

Length overall.....	6 ft. 11 in.
Length of top deck.....	6 ft. 0 in.
Width overall.....	35 in.
Width of top deck.....	35 in.
Height top of bottom deck to lower leg of uprights, or clearance between decks, 19½ in.	
Standard track gauge.....	24 in.
Special track gauges.....	23 in. to 25 in.
Weight.....	475 lbs.
Capacity.....	2 tons, or 500 to 600 brick

For details see pages eleven to seventeen

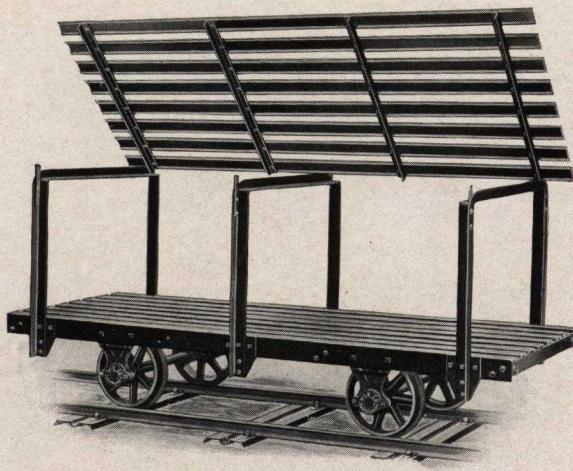


Lakewood Car No. 167-A

STIFF mud car. Siderails turned in. One permanent channel deck. Siderails punched to permit the addition of uprights later if desired.

Length overall.....	6 ft. 11 in.
Width overall.....	37 in.
Width of deck.....	35 in.
Height top of rail to top of car.....	13 in.
Track gauge.....	24 in. to 28 in.
Weight.....	345 lbs.
Capacity.....	2 tons

For details see pages eleven to seventeen



Lakewood Car No. 167

THE No. 167-A car, with uprights and top deck, makes our No. 167 Lakewood Car. Steel plate gussets supporting uprights are fastened on outside of siderails. Bottom deck is permanent and top deck is removable.

Length overall.....	6 ft. 11 in.
Length of top deck.....	6 ft. 8 in.
Width overall.....	38½ in.
Width of bottom deck.....	35 in.
Width of top deck.....	35 in.
Height top of bottom deck to lower leg of uprights, or clearance between decks.....	19 in.
Track gauge.....	24 in. to 28 in.
Weight.....	500 lbs.
Capacity.....	2 tons, or 550 to 650 brick

For details see pages eleven to seventeen

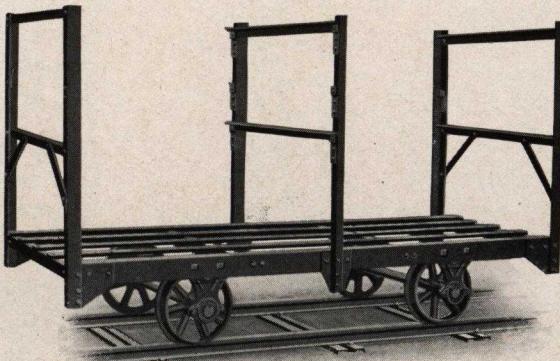


Lakewood Car No. 176

TRIPLE Deck Car. Siderails turned in. Steel plate gussets supporting uprights fastened on outside of siderails. Bottom deck is permanent, intermediate and top decks are removable.

Length overall.....	6 ft. 11 in.
Length of decks.....	6 ft. 11 in.
Width overall.....	38½ in.
Width of decks.....	35 in.
Height from top of rail to top of bottom deck.....	13 in.
Height from top of rail to top of uprights.....	47¼ in.
Track gauge.....	24 in. to 28 in.
Weight.....	640 lbs.
Capacity.....	2 tons

For details see pages eleven to seventeen
Furnished also in special sizes

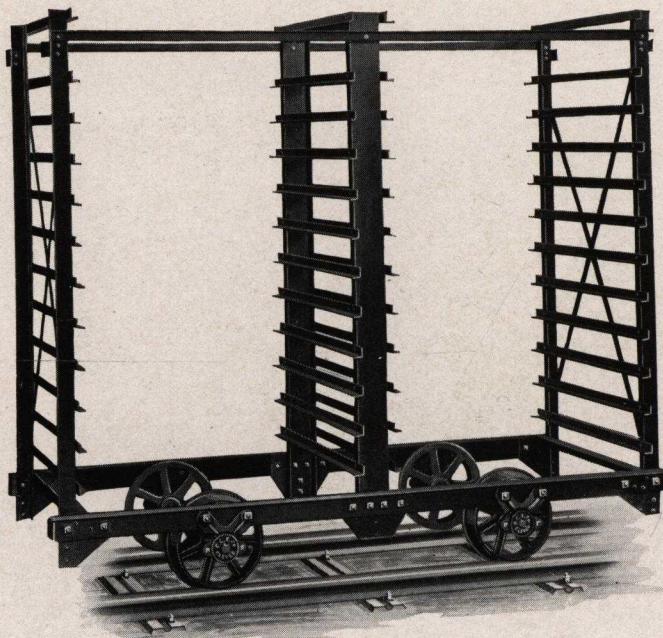


Lakewood Car No. 180

SIMILAR to No. 176 Lakewood Car, except that middle and upper decks are adjustable. This car is furnished with or without three channel slats in bottom deck.

Length overall	6 ft. 11 in.
Length of deck	6 ft. 11 in.
Width overall	38 in.
Width of deck	34 $\frac{3}{4}$ in.
Height top of rail to top of bottom deck	13 in.
Height from top of rail to top of uprights	47 $\frac{1}{4}$ in.
Clearance between decks to suit.	
Track gauge	24 in. to 28 in.
Weight	400 lbs.
Capacity	2 tons

For details see pages eleven to seventeen
Furnished also in special sizes



Lakewood Rack Car No. 188

REGULARLY constructed with angle siderails, turned out; but made with channel siderails if desired. Steel plate gussets supporting uprights. Car strongly reinforced at top and ends. Cars are made twelve pallets high, and suitable for seventy-two 34 in. pallets.

Length overall.....	6 ft. 7 in.
Width overall.....	35 in.
Height top of rail to top of car.....	5 ft. 9 in.
Distance between pallets.....	4 $\frac{3}{4}$ in.
Track gauge.....	23 in. to 25 in.
Weight.....	500 lbs.
Capacity.....	2 tons

For details see pages eleven to seventeen
Furnished also in special sizes



Lakewood Dryer Cars

The Details

LAKewood Dryer Cars are entirely of steel construction, except wheels and bearings, which are made of Superior Quality of Cast Iron. In designing these cars, our aim has been to combine strength and rigidity with lightness, thereby building a light running car, easy to handle, yet strong enough to withstand the hard usage to which they are subjected.

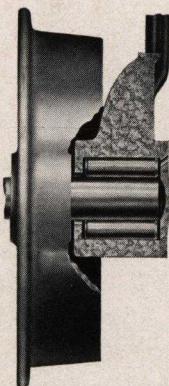


WHEELS are $10\frac{3}{4}$ in. diameter on the tread and are made with seven spokes. This gives the most uniform distribution of material, insures perfect wheels in casting and equal shrinkage in cooling, so that the wheels do not come from the sand cracked or out of true. The seven spokes to each wheel make it impossible for excessive weight of load to come on the tread of the wheel, a cause of wheels cracking and breaking on the tread when a less number of spokes are used. We believe that in actual use on dryer cars, our spoke wheels will prove stronger and more satisfactory than web wheels of the same weight, but we furnish web wheels of greater weight if desired. We make heavy web wheels with chilled tread for transfers.



Lakewood Dryer Car Axle with One Wheel Attached

AXLES are $1\frac{1}{2}$ in. and $1\frac{3}{4}$ in. diameter and are turned with shoulders for the wheels and bearings. The wheels are pressed on the axles with hydraulic press, consequently they cannot work inward or become loose. Lakewood cars are made with gauge $\frac{1}{2}$ in. less than track gauge, providing ample clearance.



Lakewood Seven Spoke Wheel and One Piece Roller Bearing, showing positions of axle and rollers.



Lakewood One Piece Roller Bearing with Malleable Cap attached.



Lakewood One Piece Roller Bearing with
Malleable Cap removed

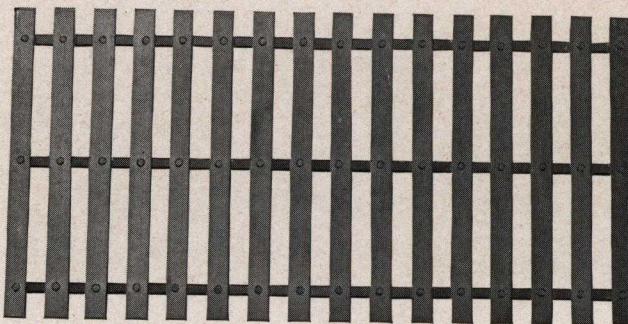


Lakewood Malleable Cap

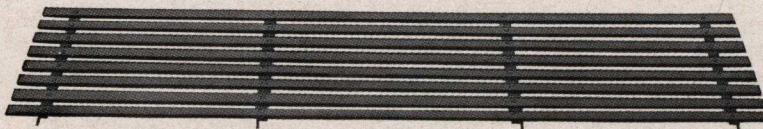
BEARINGS are made in one piece, as this gives a more even surface for the rollers and requires less lubrication than divided bearings. Bearings are fastened to siderails with two $\frac{5}{8}$ inch bolts. Malleable caps are secured to outside of bearings with two $\frac{3}{8}$ inch bolts. These prevent the pins or rollers from working out, and make them easy of access. Means of lubrication is provided through the cap. We are the originators of the one-piece bearing with cap on the outside. The bearings and wheels are so designed that center of bearing is directly beneath point of support, and close to center of wheels. This distributes the weight more evenly and makes a better balanced and easier running car.

ROLLERS are of cold rolled steel and are finished with ball ends made in automatic machines. This insures perfectly round and smooth rollers in every respect, which is impossible when sheared or ground. Each bearing contains ten rollers.

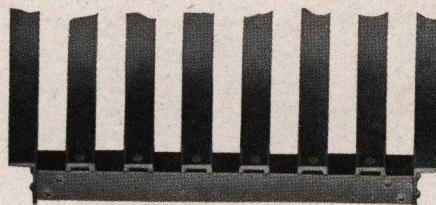
SIDE RAILS are of $3 \times 2\frac{1}{2} \times \frac{1}{4}$ inch angle riveted to four $2 \times 1\frac{1}{2} \times \frac{3}{16}$ inch angle cross braces with angle clips and with four $\frac{3}{8}$ inch rivets to each clip. Also furnished in heavier angle.



Top Deck for Lakewood Car No. 166



Top Deck for Lakewood Car No. 167



End View of Bottom Deck Showing the Manner
in which Slats are Riveted to Cross Braces

DECKS are made of $2\frac{1}{2} \times \frac{1}{2}$ in. channel, spaced $2\frac{1}{8}$ in. apart. This gives a surface of $2\frac{1}{2}$ in. for the brick to rest upon. The construction of the channel deck insures lightness and great strength. Six channel slats are used in bottom decks running lengthwise of car in addition to siderails. Top decks are made with sixteen slats running crosswise of the car or eight slats running lengthwise. For bottom decks $\frac{3}{16}$ in. and for top decks $\frac{1}{8}$ in. steel channel is used, combining lightness with maximum strength.



Lakewood Hinged Deck

LAKWOOD Hinged Decks for use on double or triple deck dryer cars, are supplied with malleable hinges and may be folded over, thus overcoming the necessity of removing the upper decks. Built to specifications only.

Exact Size of Extra Heavy
Channel Used for Slats in
Bottom Deck of Lakewood
Dryer Cars—to Order Only



Exact Size of Channel Used
for Slats in Bottom Deck of
Lakewood Dryer Cars

Exact Size of Channel Used
for Slats in Upper Deck of
Lakewood Dryer Cars



CHANNEL SLATS are cold riveted to frames with $\frac{3}{8}$ in. rivets. We invite special attention to our method of riveting, as we claim the rivets cannot become loose or shear off, and are driven close home, giving very tight joints. We are the originators of this special channel for use on dryer cars where rigidity is so essential in preventing breakage of ware. Channel slats have an elastic limit nearly four times as great as flat bars of the same weight.



Showing the One Piece Upright with
Malleable Ears Used on the Lakewood
Car No. 166

Showing the One Piece Upright with Steel
Ears Used on Lakewood Car No. 167

UPRIGHTS are made of one piece of steel angle, bent in forms, and are not punched or sheared until after they are bent, which allows top decks to lie perfectly flat. The ears on the uprights for No. 166 Car are of malleable iron; for the No. 167 Car they are of steel.



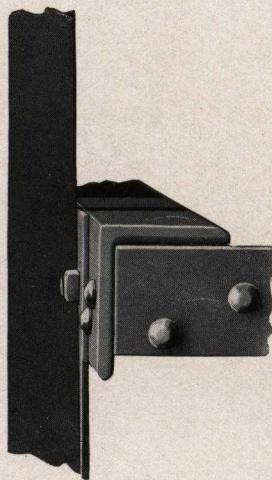
End View



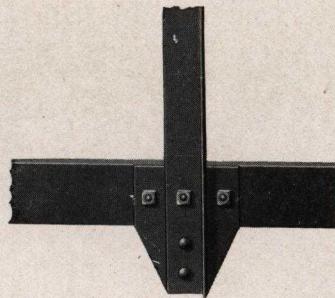
Side View

Malleable Braces Used on Lakewood Car No. 166

MALLEABLE BRACES supporting the uprights on the No. 166 Car extend 5 in. above the top of bottom deck, are bolted to side rails giving a tight fit, great strength, and absolutely prevent racking in any direction.



End View

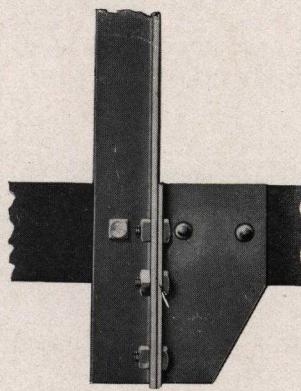


Side View

Steel Plate Gussets Used on Lakewood Car No. 167



End View



Side View

Illustrating another Style Plate Gusset. Will be Furnished only when Specified

GUSSETS for the uprights on the No. 167 Car extend below the side rail, giving a perfectly flat deck. The Malleable brace may be substituted if preferred.



Lakewood Pressed Steel Brick Pallets

Either Galvanized or Black Steel



Lakewood Pallet No. 1

Made from No. 11 or No. 12 gauge steel, with $\frac{1}{2}$ to $\frac{3}{4}$ in. flange.



Lakewood Pallet No. 2

Made from No. 13, No. 14 or No. 16 gauge steel, with $\frac{5}{8}$ in. roll, running full length of pallet.



Lakewood Pallet No. 3

Similar to Pallet No. 2, except that the roll also runs across ends. Made either plain or perforated.

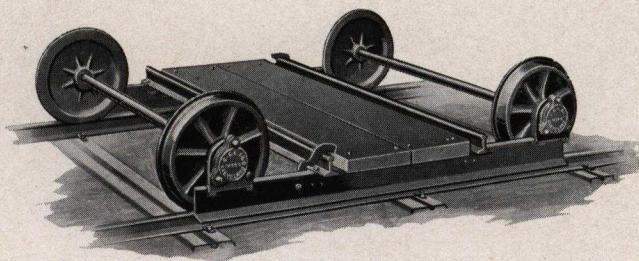


Lakewood Pallet No. 4

Made perfectly flat and level, without flange or roll, from No. 7, 8, 9, 10, 11, 12 or 13 gauge steel.



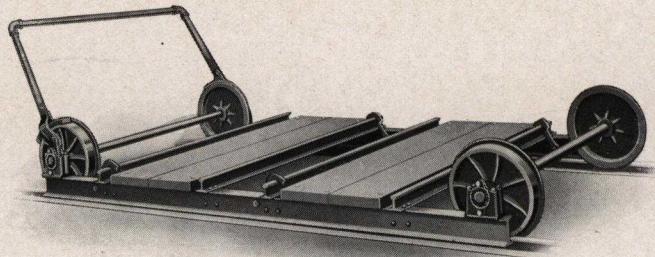
Lakewood Transfer Cars



Lakewood Single Track Transfer No. 210

OUR transfers have heavy channel siderails securely held in position with diagonal braces; heavy chilled wheels and one piece roller bearings, with caps on the outside. Transfer No. 211 is the same as No. 210, except that it is equipped with brake and pusher.

Length overall	5 ft. 10 in.
Length overall with brake and pusher	7 ft. 10 in.
Width overall	5 ft. 0 in.
Length of rails on transfer	5 ft. 0 in.
Height top of rail to top of rail on transfer	6 $\frac{1}{4}$ in.
Diameter of wheels	14 in.
Wheel base	4 ft. 6 $\frac{1}{4}$ in.
Track gauge of rails on transfer	24 in.
Track gauge of transfer	48 $\frac{1}{2}$ in.
Weight	550 lbs.
Weight with brake and pusher	600 lbs.
Capacity	2 $\frac{1}{2}$ tons



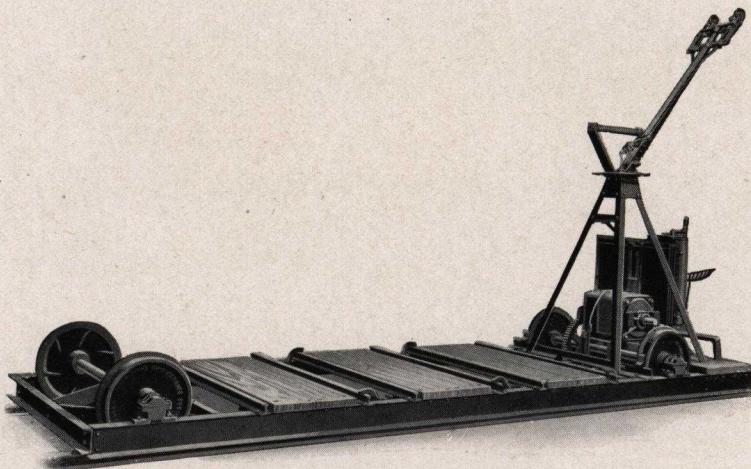
Lakewood Double Track Transfer with Brake and Pusher No. 221

OUR double transfers are of the same general construction as the single transfers. The siderails are of I beam and the transfers built correspondingly heavier to care for the extra load. No. 220 is the same as the No. 221, except that it does not have brake and pusher.

Length overall.....	11 ft. 2 in.
Length overall without brake and pusher	9 ft. 2 in.
Width overall.....	5 ft. 0 in.
Length of rails on transfer.....	5 ft. 0 in.
Height top of rail to top of rail on transfer	6 $\frac{1}{4}$ in.
Diameter of wheels.....	14 in.
Wheelbase.....	7 ft. 9 $\frac{3}{4}$ in.
Track gauge of rails on transfer.....	24 in.
Track gauge of transfer.....	48 $\frac{1}{2}$ in.
Weight.....	860 lbs.
Weight without brake and pusher.....	800 lbs.
Capacity.....	4 $\frac{1}{2}$ tons



Lakewood Electric Transfers

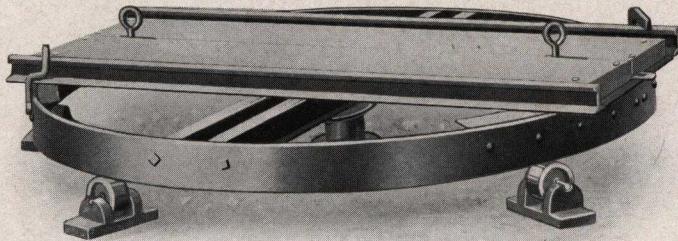


Lakewood Electric Triple Transfer No. 902

THE Lakewood Electric Transfers, either single, double or triple, are built to specifications only. When writing kindly furnish us with the following information: Kind of current used; number of wires; if direct current, the voltage; if alternating, the voltage, phase and cycles; speed required of transfer; distance center to center of wires; height from ground to wires; track gauge of transfer, and on top of transfer; height from top of rail on which transfer runs to top of rail on transfer; the width overall of the cars to be used on the transfer, also wheelbase and length of these cars; the weight capacity transfer is to carry; and the grades and curves in transfer track.



Lakewood Turntables



Lakewood Open Top Turntable No. 200

OUR Lakewood Open Top Turntable is a light, easy running turntable, capable of carrying two tons.

The ring is of wrought steel, supported upon cast iron rollers and turning in a heavy cast iron socket in the center.

The rails on this turntable are of 16 lb. section unless otherwise specified.

Standard size 5 ft. in diameter; other sizes built to order.



Lakewood Ball Bearing Turntable No. 201

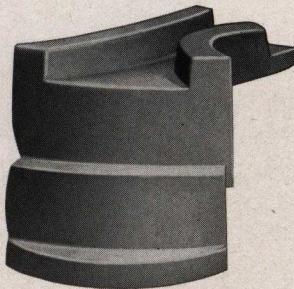
OUR No. 201 turntable is a cast iron turntable, revolving on a serpentine track on 2 in. balls. The pockets contain oil, insuring constant lubrication.



On account of the shape of the serpentine track, the table rests only upon balls at the upper portion of the track, the other balls rolling down into the pockets in which the oil is contained.

If guard rails are required, they will be furnished with this turntable. Eight pieces constitute one set.

In ordering turntables, give gauge of track. In the absence of instructions, gauge is assumed to be inside of rails. If the flanges run on the outside of track, so state.



Diameter	Track Gauge	Weight
3 ft. 6 in.	18 in. to 26 in.	760 lbs.
4 ft. 0 in.	18 in. to 30 in.	1000 lbs.
5 ft. 0 in.	18 in. to 36 in.	1265 lbs.
6 ft. 0 in.	18 in. to 48 in.	1780 lbs.
8 ft. 0 in.	48 in. and upwards	3430 lbs.



Turntable No. 203

OUR No. 203 Turntable combines the best features of our No. 200 and No. 201 turntables.

The cast iron top revolves within the base, which is also of cast iron.



This top is supported upon hardened steel rollers, and also upon ball bearings—the rollers being placed at equal intervals near the outer edge of the top—and the ball bearings being in a race near the center of the base. This method of mounting insures a perfectly level top, and also maximum ease of operation.

The No. 203 Turntable is carried in stock in 5 ft. diameter; other sizes built to order.

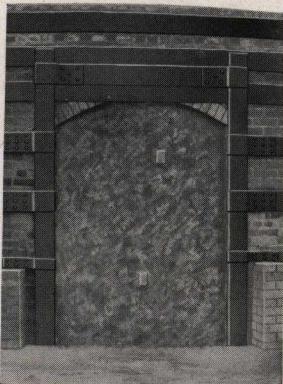


Kiln Bands

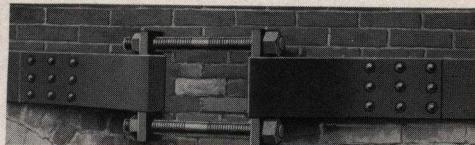


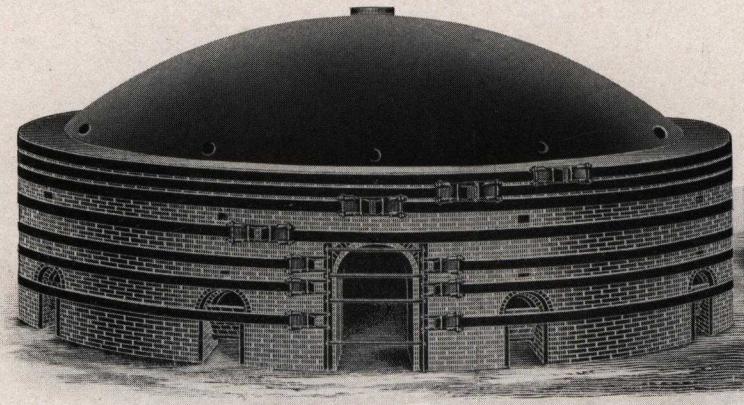
Kiln Bands Equipped with Forged Band Lugs

WE are prepared to furnish Kiln Bands of any size material for any size kiln. Our bands are of Iron, which withstands corrosion much better than steel.



Bands may be equipped with either Forged Lugs, or the improved Tecktonius Lugs. The door frames are made of 4 x 1 in. bar, or of heavy tees with tie rods of 1 in. round across doorways.





Kiln Bands Equipped with Tecktonius Lugs

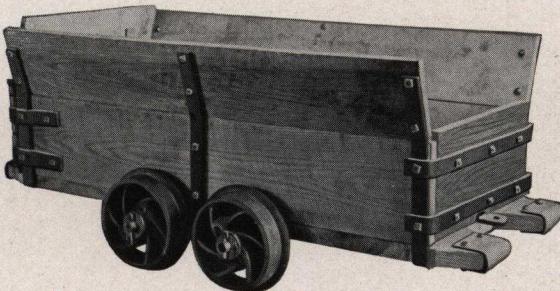
CROWN Bands are generally furnished in $6 \times \frac{3}{8}$ in. or $6 \times \frac{1}{4}$ in. and bands that butt on door frames of $5 \times \frac{3}{8}$ in. or $5 \times \frac{1}{4}$ in., but we can furnish bands in any width or thickness.



When writing please furnish us with the outside diameter of kiln; if a hub, the size; the number of bands required, with width and thickness, stating which go above doors and which butt on door frames; also width and height of doorways.



Clay and Coal Cars

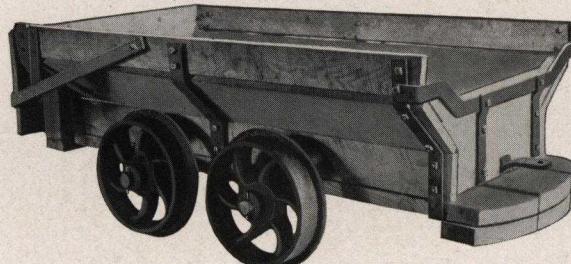


Clay Car No. 1

OUR Clay Cars are of sturdy construction, built with heavy oak bodies, strongly reinforced with band iron, and equipped with either plain self oiling or roller bearing wheels.

Length.....	5 ft. 4 in.
Width.....	2 ft. 8 in.
Height of front end.....	22 in.
Height of rear end.....	12 in.
Track gauge.....	32 in.
Band iron.....	2 x $\frac{1}{2}$ in.
Diameter of wheels.....	12 in.
Axles.....	1 $\frac{1}{2}$ in. square
Bearings.....	Plain
Weight.....	600 lbs.
Capacity.....	30 ft.

Built to any special size and equipped with any size wheels.

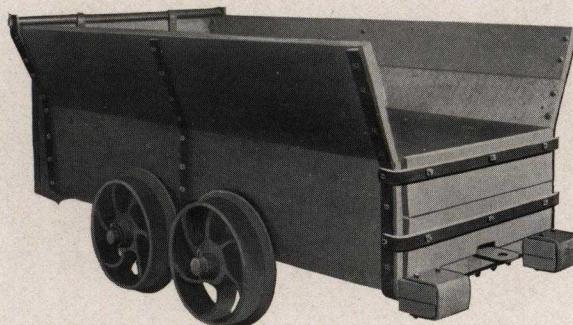


Clay Car No. 2

OUR No. 2 Clay Car has double flare top and rounded wood bumper covered with steel bumper plate.

Length	6 ft. 4 in.
Width	4 ft. 2 in.
Height of front end	21 in.
Height of rear end	14 in.
Track gauge	36 in.
Band iron	$\frac{5}{8} \times 2\frac{1}{2}$ in.
Diameter of wheels	14 in.
Axles	2 in. square
Bearings	Plain
Weight	1000 lbs.
Capacity	40 ft.

Built to any special size and equipped with any size wheels.



Clay Car No. 3

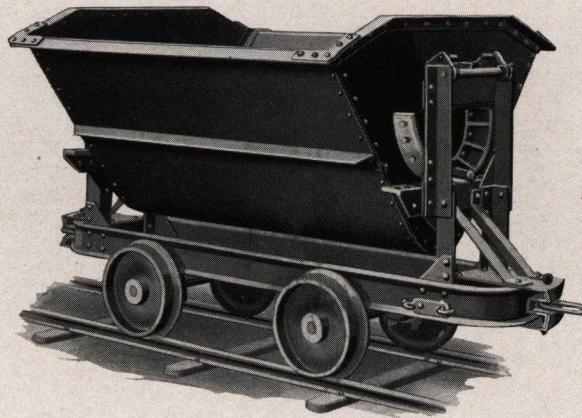
OUR No. 3 Clay Car is another heavy car, strongly reinforced and of larger capacity than No. 1 or No. 2. This car is equipped with double bumper, steel covered.

Length	6 ft. 9 in.
Width	4 ft. 4 in.
Height of front end	26 in.
Height of rear end	10 in.
Track gauge	42 in.
Band iron	$\frac{5}{8} \times 2\frac{1}{2}$ in.
Diameter of wheels	14 in.
Axles	2 in. square
Bearings	Plain
Weight	1000 lbs.
Capacity	50 ft.

Built to any special size and equipped with any size wheels.



Lakewood Dump Cars



Lakewood Two Way Dump Car No. 241

THE Lakewood Two Way Dump Car No. 241 is built of steel, well braced, equipped with heavy chilled wheels, and self-adjusting bearings. The dumping mechanism is located at one end of the car only, the malleable lugs working independent of each other, preventing the body dumping to the wrong side, and allowing the body to be partly tilted and locked in this position—a distinct advantage where the cars are loaded by hand. Built in sizes ranging from 18 ft. to 2 yds. Dimensions of 1 yd. and 1½ yd. cars given below:

	1 Yd.	1½ Yd.
Length overall...	7 ft. 3½ in.	7 ft. 9¾ in.
Width overall ...	4 ft. 10 in.	5 ft. 4 in.
Height overall...	3 ft. 9 in.	4 ft. 5½ in.
Length of body inside.....	4 ft. 6 in.	5 ft. 0 in.
Width of body at top.....	4 ft. 6 in.	5 ft. 0 in.
Diameter of wheels.....	12 in.	14 in.
Track gauges...	24, 30 and 36 in.	24, 30 and 36 in.
Weight.....	950 lbs.	1,300 lbs.
Capacity water level.....	1 cu. yd.	1½ cu. yd.



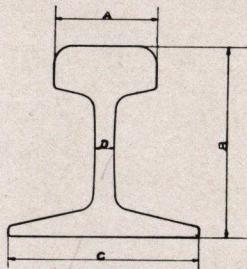
Steel Rails and Portable Track



WE are prepared to furnish steel rails in any standard section, either new or relayers; also Lakewood Portable Track in 15 ft. lengths. Each section of track consists of the two

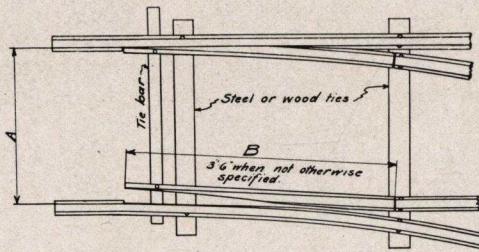


rails fastened to six steel ties with forged clips and bolts, four to each tie; also two sets of splice bars complete with bolts and nuts.

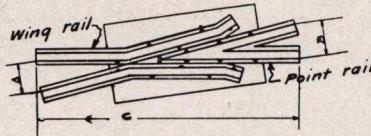


DIMENSIONS OF STANDARD RAIL SECTIONS

Weight per Yd.	A	B	C	D	Diameter of Holes
12	1 1/16"	1 7/8"	1 7/8"	3/16"	5/8"
16	1 3/16"	2 1/4"	2 1/4"	7/32"	5/8"
20	1 3/8"	2 3/8"	2 3/8"	1/4"	5/8"
25	1 1/2"	2 3/4"	2 3/4"	19/64"	5/8"
30	1 5/8"	3 "	3 "	21/64"	3/4"



THE LAKEWOOD SWITCH POINT is furnished in 12 to 30 lb. rails; either straight or for right or left hand switches. Kindly furnish us with dimensions A and B and state size of rail and radius of curve when ordering.



THE LAKEWOOD FROG is furnished in 12 to 30 lb. rails, mounted on heavy base plate, and for straight or for either right, left or symmetrical switches. When ordering please furnish us with dimensions A, B and C, or give us track gauge and radius of turnout desired.



The Richardson Double Die Steam Repress

THIS repress was specially designed to meet all the varied requirements of brick yard service. Building, face, fire, shape, panel and paving brick or block, standard or Roman size, made either by stiff or soft mud process (if dried sufficiently to be hacked five or seven high), can be repressed upon it.

It is of sturdy construction, with all working parts above the dies.

Many of the working parts are made adjustable to take up wear.

Brick can be repressed with our double dies up to $6\frac{1}{2}$ in. wide, $4\frac{1}{2}$ in. thick, and 15 in. long. We can fit dies with name plates, panels or any peculiar markings which may be wanted. We also make any kind of dies for shape brick.

The weight of the repress with die is 6500 lbs.

The floor space required is—width 6 ft., length 8 ft. 2 in., and height 7 ft. 6 in.

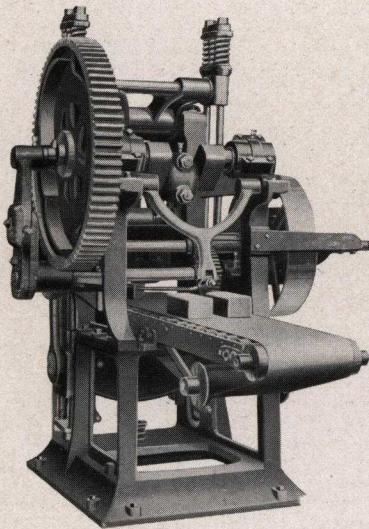
The height of the feed table from floor is 36 in.

The friction clutch pulley is 30 in. diameter and 6 in. face. Repress is geared $6\frac{1}{2}$ to 1.

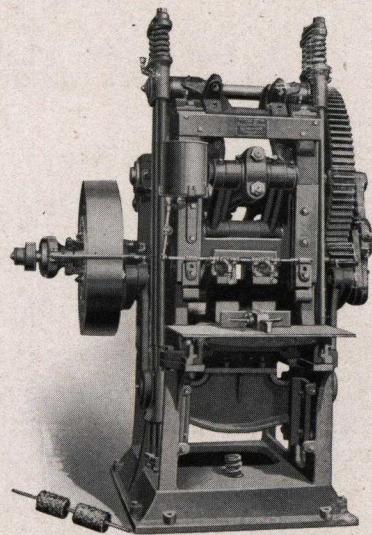
The speed of the driving shaft is 120 r. p. m. for an easy capacity of 2000 brick per hour.

Power required is not over 2 H. P.

Capacity is guaranteed not less than 2000 brick per hour.



Richardson Repress
Rear View

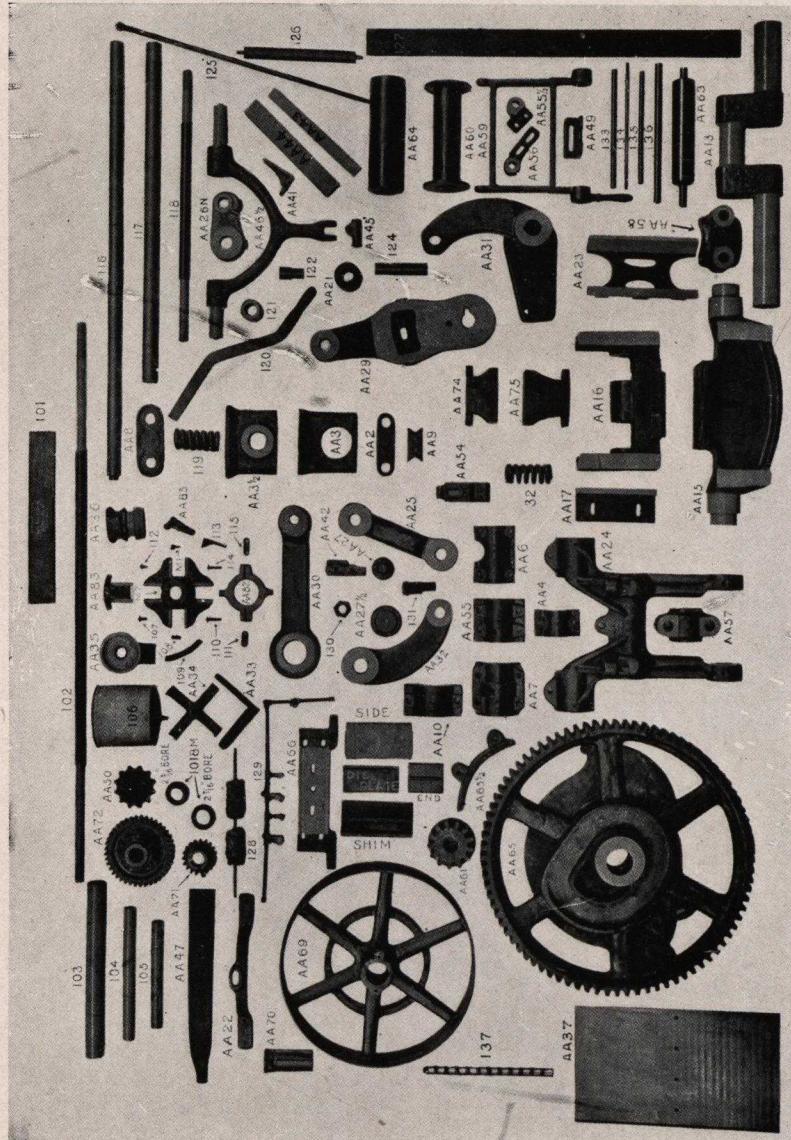


Richardson Repress
Front View



Repair Parts for Richardson Repress

Description	Pattern Number	Description	Pattern Number
Cross Tie	101	Carrier Shaft	136
Side Rod with Nuts	102	Drive Chain, 25 links	137
Top Toggle Shaft	103	Die Plate	138
Middle Toggle Shaft	104	Side Plate for Die	139
Bottom Toggle Shaft	105	End Plate for Die	140
Oil Can	106	C. I. Base (not shown)	AA- 1
Clutch Pin—short $\frac{1}{2}$ in. rd.	107	Link Plate for Link Rod	AA- 2
Clutch Spring	108	C. I. Lower Link Bearing	AA- 3
Wood Shoe, 4 shoes to set	109	C. I. Upper Link Bearing	AA- 3 $\frac{1}{2}$
Clutch pin—long $\frac{1}{2}$ in. rd.	110	C. I. Cap for Charger Arm	AA- 4
Clutch Link	111	C. I. Cap for Lifter Shaft (old AA-55, R and L)	AA- 5
Clutch Pin—short $\frac{3}{8}$ in. rd.	112	C. I. Cap R and L for Drive Shaft	AA- 6
Clutch Wedge	113	C. I. Cap for Crank Shaft	AA- 7
Clutch Pin—long $\frac{3}{8}$ in. rd.	114	C. I. Spring Cap	AA- 8
Clutch Link	115	C. I. Nut Lock	AA- 9
Drive Shaft	116	C. I. Cap for Toggle Shaft	AA- 10
Lifter Shaft	117	C. I. Side Frame, right hand	SK AA-11
Pitman Rod	118	C. I. Side Frame, left hand	SK AA-12
Heavy Spring, $3\frac{5}{16}$ x $7\frac{7}{8}$	119	C. S. Crank Shaft	AA-13
Clutch Hand Lever	120	C. I. Spring Bolster (Not Shown)	AA-14
Charger Roller	121	C. I. Bottom Cross Head	AA-15
Charger Pin	122	C. I. Top Cross Head	AA-16
Clutch Toggle, new style clutch	123	C. I. Lower Cross Head Guide	AA-17
Lifter Pin	124		
Charger Rod	125		
Wood Carrier Roller with Pins	126		
Side Frame for Carrier	127		
Oil Roller	128		
Oiling Outfit	129		
Nut for Side Rods	130		
Eccentric Pins	131		
Light Spring, $3\frac{1}{16}$ x $7\frac{3}{4}$	132		
Carrier Shaft	133		
Tie Rod for Carrier	134		
Spacer for Carrier	135		



Parts of Richardson Repress. Not Showing Base or Side Frame



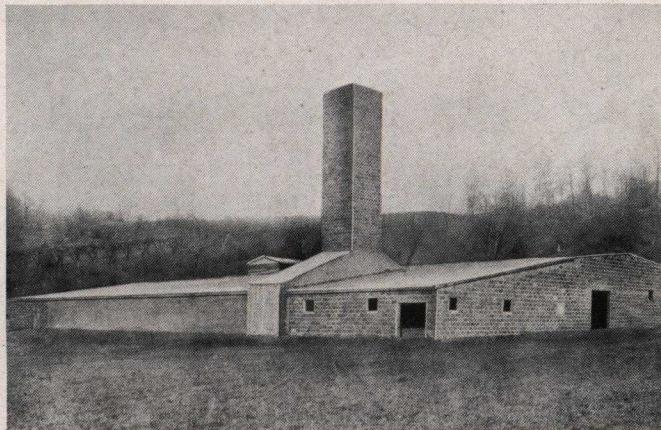
Description	Pattern Number	Description	Pattern Number
C. I. Clutch Ring —new style clutch	SK AA-18	C. I. Charger Slide, 20 in.	AA-39
C. I. Clutch Sleeve —new style clutch	SK AA-19	C. I. Charger Wings, R and L	AA-40
C. I. Clutch Cone —new style clutch	SK AA-20	C. I. Table Clamp, R and L	AA-41
C. I. Lifter Roller with Bush- ing AA-21½	AA-21	C. I. Charger Guide, 18 in.	AA-42
Brass Bushing for Lifter Roller Inc. in AA-21	AA-21½	C. I. Charger Slide, 18 in.	AA-43
C. I. Shifter Yoke	AA-22	C. I. Joint Bearing for Charger Rod	AA-44
C. I. Guide for Top Cross Head	AA-23	C. I. Charger Yoke, new	AA-46½
C. I. Toggle Top	AA-24	C. I. Shifter Arm for Clutch	AA-47
C. I. Toggle Arm— lower	AA-25	C. I. Bracket on base (not shown)	AA-48
C. I. Top Charging Arm	AA-26 N	C. I. Bracket on Car- rier	AA-49
C. I. Washer—small	AA-27	C. I. Sprocket on Carrier, 12 T 1¼ in. B	AA-50
C. I. Washer—large	AA-27½ AA-28	C. I. Sprocket on Carrier, 14 T, 1¼ in. B. (not shown)	AA-50½ AA-51
C. I. Lifter Arm (Up- right)	AA-29	C. I. Worm Gear (not shown)	AA-52 AA-53
C. I. Lifter Link— new style	AA-30	C. I. Oil Roller Bracket, R and L	AA-54
C. I. Lifter Link—old style	AA-30½	C. I. Roller Bracket R and L (not s h o w n)—(o l d style)	AA-55
C. I. Lifter Arm— right	AA-31	C. I. Roller Bracket —small, R and L	AA-55½
C. I. Lifter Arm— left	AA-32	C. I. Roller Bracket —large, R and L	AA-56
C. I. Oil Can Bracket	AA-33	C. I. Pitman Cap— front	AA-57
C. I. Oil Can Spider	AA-34	C. I. Pitman Cap— rear	AA-58
C. I. Brake Cup— old style	AA-35		
C. I. Clutch Sleeve— old style	AA-36		
C. I. Table	AA-37		
C. I. Charger Guide, 20 in.	AA-38		



Description	Pattern Number	Description	Pattern Number
C. I. Idler Frame for Carrier	AA-59	C. I. Clutch Ring—old M-10	AA-82
C. I. Idler Roller, flanged	AA-60	C. I. Clutch Shoe—old M-5	AA-83
C. I. Driving Pinion AA-61	AA-62	M. I. Hub or Spider—old M-7	AA-84
C. I. Small Carrier Roller, plain	AA-63	C. I. Finger for Clutch—old M-6	AA-85
C. I. Large Carrier Roller, plain	AA-64	C. I. Collar—large, $2\frac{3}{16}$ in. bore—1018-M	AA-86
C. I. Main Gear and Cam AA-65 $\frac{1}{2}$	AA-65	C. I. Collar—small, $2\frac{7}{16}$ in. bore—1018-M	AA-87
C. I. Main Gear Cam AA-65 $\frac{1}{2}$		C. I. Sprocket, 16 T. 4 in. B. (not shown)	AA-88 AA-89
C. I. Mould Frame AA-66		C. I. Charger, $1\frac{1}{2}$ in. high (not shown)	AA-90
C. I. Charger (Special) (not shown)	AA-67	C. I. Charger Wings, $1\frac{1}{2}$ in. high (not shown)	AA-91
C. I. Washer—Special—crank shaft (not shown)	AA-68	C. I. Guide, $1\frac{1}{2}$ in. high (not shown)	AA-92
C. I. Drive Pulley—old style	AA-69	C. I. Double Charger, $1\frac{1}{2}$ in. high (not shown)	AA-93
C. I. Bushing for Pulley, 1 complete or 2 pieces	AA-70	C. I. Bushing to reduce AA-24 to $2\frac{5}{16}$ in. (not shown)	AA-94 AA-95
C. I. Pinion—19 T. .773 C. P.	AA-71		AA-96
C. I. Gear and Sprocket	AA-72		AA-97
C. I. Pulley—new style clutch	SK AA-73		AA-98
C. I. Plunger, top	AA-74		AA-99
C. I. Plunger, bottom	AA-75	C. I. Bushing for Large Gear—Special	AA-100
C. I. Worm Gear, new (not shown)	AA-76	C. I. Shims	O-84
C. I. Charger (not shown) (old style)	AA-77	Forged Steel Spring Saddle and Spring Special Rubber Carrier Belt, 14 in.	
C. I. Table (not shown) (old style)	AA-78	x 11	M-1
	AA-79		
C. I. Charger Blades, old style (not shown)	AA-80		
	AA-81		

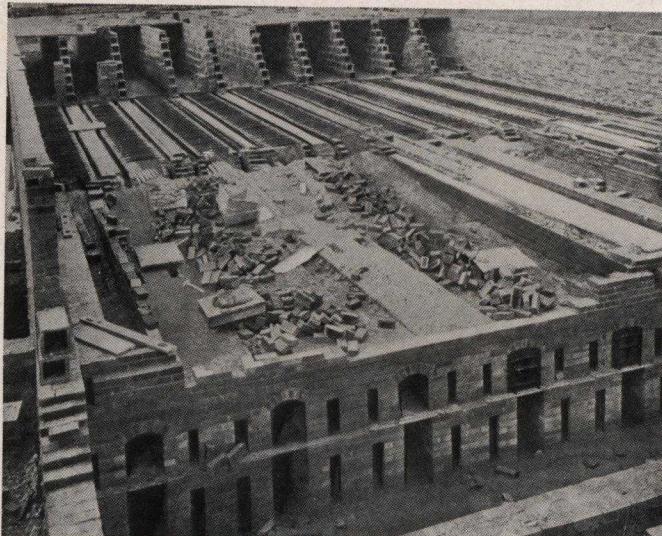


The Pittsburgh Hot Air Dryer



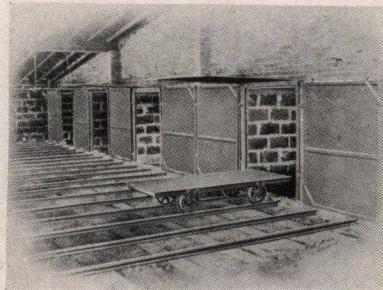
THE Pittsburgh Direct Heat Dryer is designed to dry brick of any kind, drain tile, fire proofing and clay wares generally in "Nature's Own Way"—with the added advantages of uniform heat and protection from adverse weather conditions.

It is especially adapted for drying high grade brick. No machinery of any kind or pipes are used—it is natural draft throughout.



THIS dryer gives all the advantages of rapid and economical drying, and yet can be operated at low temperatures and for slow drying when the nature of the material requires.

It consists of tunnels with tracks into which loaded cars of green brick are run. These tunnels are usually a hundred feet long, and will hold fourteen cars each. Tracks are laid with a fall of about twelve inches to one hundred feet, so that cars can be more readily moved through the tunnels.



THE brick are allowed to remain in the tunnels from twenty-four to forty-eight hours—according to the nature of the material to be dried.

The cars gradually pass down through the tunnels as other cars of green brick are placed at the receiving ends.

As the cars are admitted at the receiving ends, the same number of cars are discharged at the other end of the tunnels.



THE heat is transmitted through the floor of the tunnels by means of our improved Radiating Plates, which are laid in the floor of each tunnel between the rails on which the cars run.

These plates are of Superior Quality of Cast Iron.

Each piece of Radiating Plate is cast with two reinforcing ribs—greatly increasing the strength.

These castings are $25\frac{1}{2}$ in. square, and average $\frac{5}{16}$ in. in thickness, weighing approximately 80 lbs. each.

A lap joint is made at each section, and for this joint $1\frac{1}{2}$ in. are allowed.

We would be pleased to send additional detailed information, not only regarding the dryer, but covering any part of the system—or to send a list of users of the Pittsburgh Hot Air Dryer—upon application.

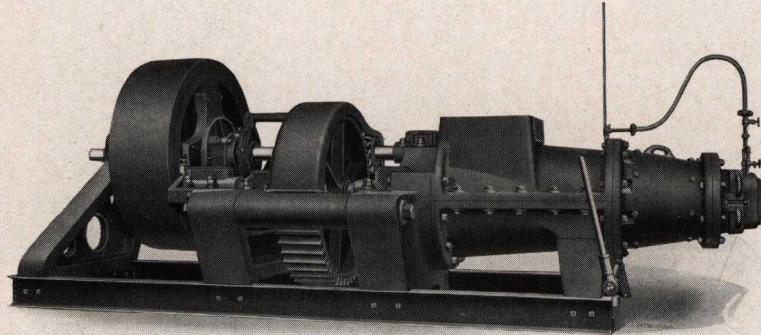


Brick Machinery

THE line of brick machinery which we are offering to the trade is manufactured by E. M. Freese & Company, of Galion, Ohio. This company has had over thirty-seven years' experience in the manufacture of improved clay working machinery, serving a great many different companies making a wide variety of clay products.

We are prepared to submit for your consideration twenty-two sizes and patterns of the Union Machine, thirteen sizes and designs of Auger Machines, twenty types of Pug Mills, and four sizes of Automatic Cutters, including the largest combination auger machine and pug mill made, the largest automatic side brick cutter, and the only automatic cutter that will produce the Dunn-Wire-Cut-Lug Paving Block.

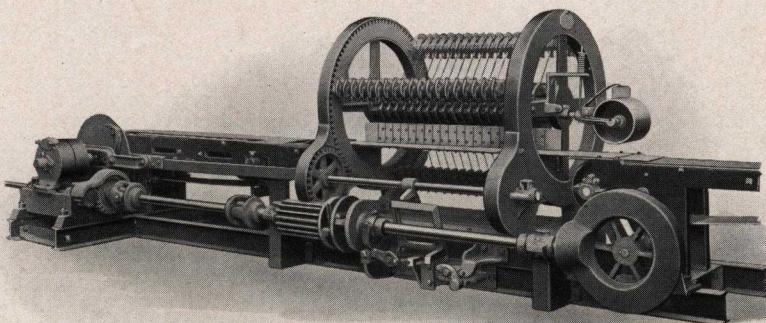
The manufacturers, over their broad experience, have tried with constant effort to improve and perfect, eliminating known defects and perpetuating every proven detail of the hundreds of machines that have gone before, which places them in a position to supply Dependable Machinery of Proven Efficiency. No manufacturer can offer more.



Auger Brick Machine

THE Freese Auger Machines are made either for brick or hollow ware. They have three distinctive features: Extreme Simplicity of Design—there being but two shafts and two gears in the entire machine; Unusually Quiet Operation—due to the absence of fast running gears; Great Accessibility.

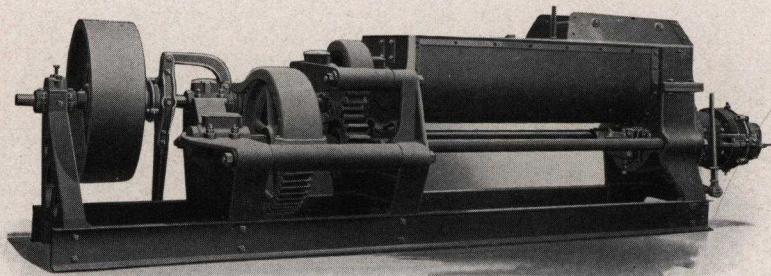
	GA	GC	GF
Length overall.....	14 ft. 8 in.	16 ft. 9 in.	15 ft. 4 in.
Width overall.....	6 ft. 7 in.	7 ft. 6½ in.	7 ft. 10 in.
Height overall.....	4 ft. 6½ in.	6 ft. 0 in.	6 ft. 0 in.
Friction Clutch Pulley.....	56 x 16 in.	60 x 18 in.	60 x 18 in.
Speed of pulley.....	90-130 r. p. m.	80-125 r. p. m.	80-125 r. p. m.
Capacity per 10 hours.....	30-70 M.	50-90 M.	100-150 tons
Weight.....	14,600 lbs.	18,500 lbs.	18,500 lbs.



Rotating Automatic Cutter

THE Freese Rotating Automatic Cutter is characterized by a positive mechanism, insuring sure action; downward shearing wire movement, producing sharp, perfect edges; and slow mechanical movements, resulting in exceptionally low upkeep expense.

	C-20	C-30	C-40
Length from die, excluding offbearing table.....	15 ft. 0 in.	17 ft. 1 1/2 in.	18 ft. 2 in.
Length of offbearing table	12 ft. 0 in.	20 ft. 0 in.	20 ft. 0 in.
Width overall.....	5 ft. 0 in.	5 ft. 0 in.	5 ft. 9 in.
Height overall	5 ft. 4 in.	5 ft. 4 in.	6 ft. 3 in.
Maximum size of column accommodated, standard construction.....	10 1/8 x 5 in.	10 1/8 x 5 in.	13 x 6 3/4 in.
With special platens slightly larger			
Capacity per 10 hours	to 75000 9,000 lbs.	to 100,000 10,000 lbs.	to 75,000 12,000 lbs.
Weight.....			

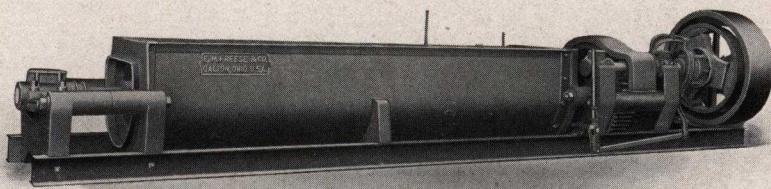


Freese Union Machine

THE Union Machine is a combination of the Auger Machine and Pug Mill in one construction, and is operated by one set of gears. Our Union Machines are built in five sizes, for either brick or hollow ware, and are of an improved pattern, having great accessibility and exceptionally quiet operation.

	KC Brick	KD Brick	KD Hollow Ware
Length overall.....	24 ft. 9 in.	19 ft. 3½ in.	16 ft. 8 in.
Width overall.....	7 ft. 6½ in.	5 ft. 6 in.	7 ft. 7 in.
Height overall.....	6 ft. 1 in.	5 ft. 5 in.	6 ft. 5½ in.
Friction Clutch Pulley.....	60 x 18 in.	42 x 12 in.	60 x 20 in.
Speed of pulley.....	100-140 r.p.m.	150-175 r.p.m.	90-150 r.p.m.
Capacity per 10 hours.....	40-80 M.	20-40 M.	Up to 200 tons
Weight.....	22,200 lbs.	12,000 lbs.	32,000 lbs.

Furnished also in other sizes



Model P-28 Pug Mill

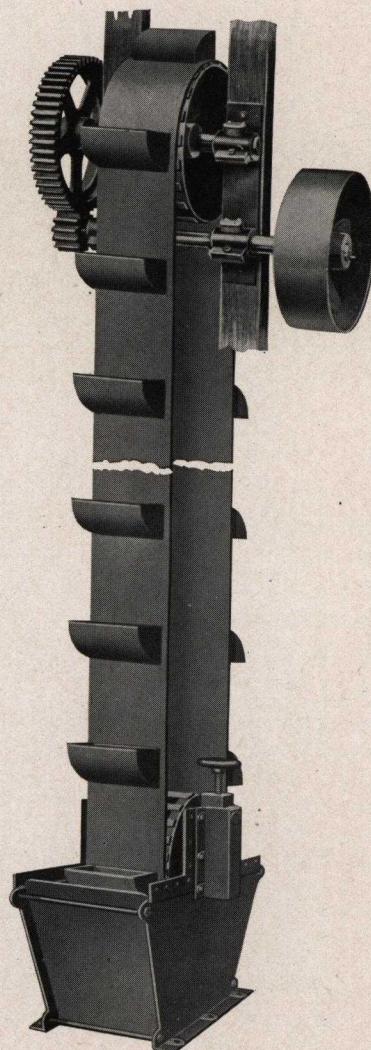
IN the manufacture of brick or other clay ware, proper preparation of the material is of the greatest importance, as it influences both the quality of the product, and the cost of manufacture. Freese Pug Mills are made with either front or rear end discharge, and either spur or bevel geared.

	P-28	P-32	P-36
Length overall.....	21 ft. 8 in.	17 ft. 7 in.	19 ft. 9 in.
Width overall.....	5 ft. 5 in.	5 ft. 5 in.	5 ft. 5 in.
Height overall.....	4 ft. 2½ in.	4 ft. 2½ in.	6 ft. 0 in.
Friction Clutch Pulley.....	42 x 12 in.	42 x 14½ in.	42 x 14½ in.
Speed of pulley.....	120-150 r.p.m.	120-150 r.p.m.	120-150 r.p.m.
Capacity per 10 hours, material for.....	150 M. Brick	75 M.	100 M.
Weight.....	9,700 lbs.	13,000 lbs.	11,500 lbs.

Furnished also in other sizes



Elevators



**Freese Clay Elevator with E-6
Improved Elevator Boot**



THE Freese Clay Elevators are either geared or direct driven—and consist of the top drum, boot, sufficient steel buckets and belting for any required height.

The face of drums and width of buckets—as well as the style of buckets—is nominal with purchaser.

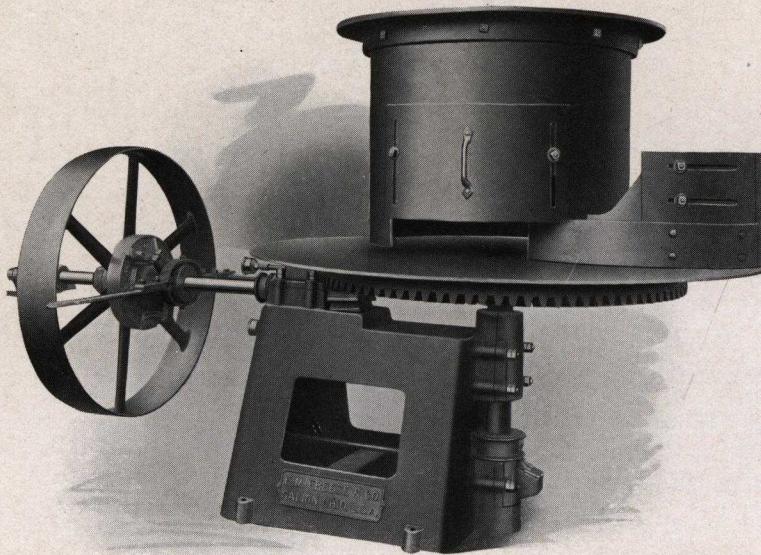
Special attention is directed to our elevator boot, which is of an improved and heavy pattern, the journal bearings being adjustable and protected from dust.

One of the ends of the boot can be raised for cleaning, permitting the use of a shovel.

In addition to Clay Elevators, we are also prepared to furnish Shale and Ground Clay Conveyors, and Waste Ends Elevators and Conveyors.



Clay Feeders

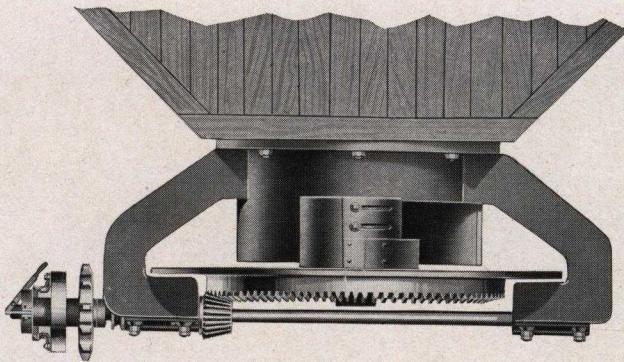


Model E-18 Automatic Disc Feeder

THIS Clay Feeder is substantially built throughout. The base, containing the three journal boxes, is made in one casting, insuring proper meshing of gears and permanent rigidity.

Diameter of Disc.....	5 ft. 0 in.
Diameter of Cylinder.....	2 ft. 6 in.
Friction Clutch Pulley.....	36 in. x 6 in.
Speed of Pulley.....	35 to 40 r. p. m.
Capacity per 10 hours.....	up to 600 tons
Weight.....	1,850 lbs.

Also other sizes



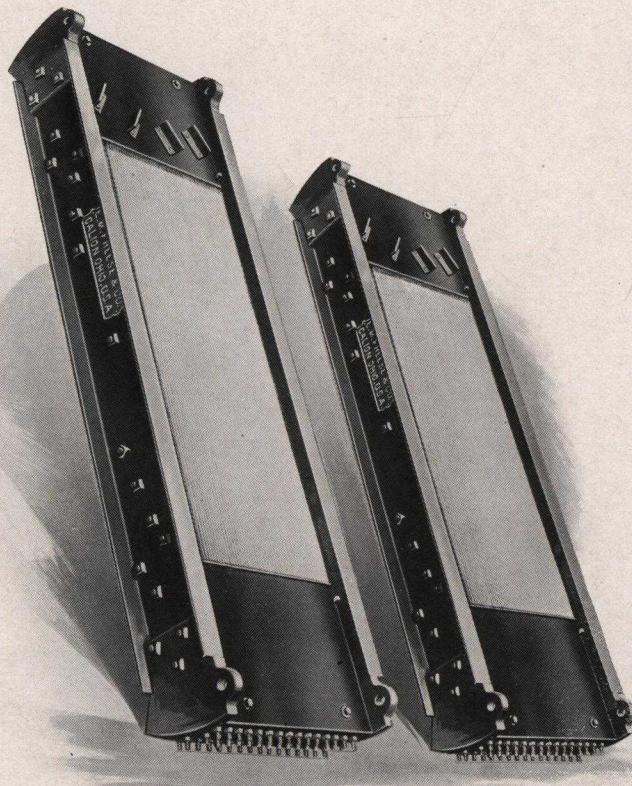
Model E-28 Automatic Disc Feeder

OUR Model E-28 Automatic Disc Feeder is bolted directly to the bin, requiring no other support, and automatically delivers the pulverized material at a steady, uniform rate to the pug mill.

Diameter of Disc.....	4 ft. 10 $\frac{1}{2}$ in.
Diameter of Cylinder.....	2 ft. 8 in.
Friction Clutch Sprocket, as shown.....	13 Teeth
Friction Clutch Pulley.....	36 in. x 6 in.
Capacity per 10 hours.....	up to 500 tons
Weight.....	1,700 lbs.



Clay Screens



Models E-2 and E-3 Piano Wire Screens



OUR Piano Wire Screens are of heavy proportions, so that the wires may be given great tension.

The Side Bars are of 9 in. steel channels, to the ends of which are bolted the heavy iron castings carrying the hook bolts.

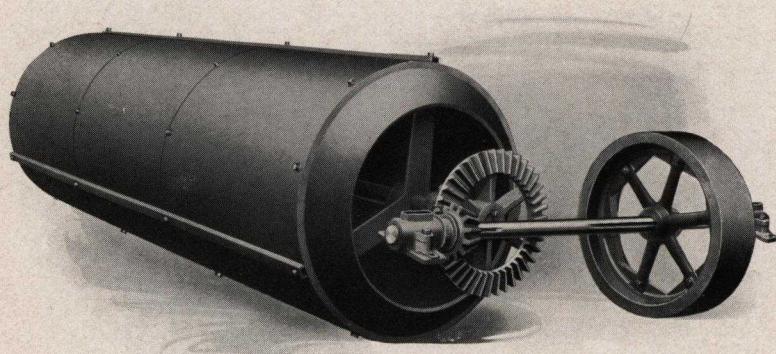
These hook bolts, on which the wires are fastened, are drop forged steel three-eighths inch square.

The Mesh of the Screen is determined by three threaded spacing bars.

	E-2	E-3
Length overall	7 ft. 6 in.	8 ft. 0 in.
Width overall	2 ft. 5 in.	2 ft. 11 in.
Length of screening surface	4 ft. 6 in.	5 ft. 0 in.
Width of screening surface	2 ft. 0 in.	2 ft. 6 in.
Weight	1000 lbs.	1,400 lbs.



Revolving Screens



Model E-19 Revolving Screen



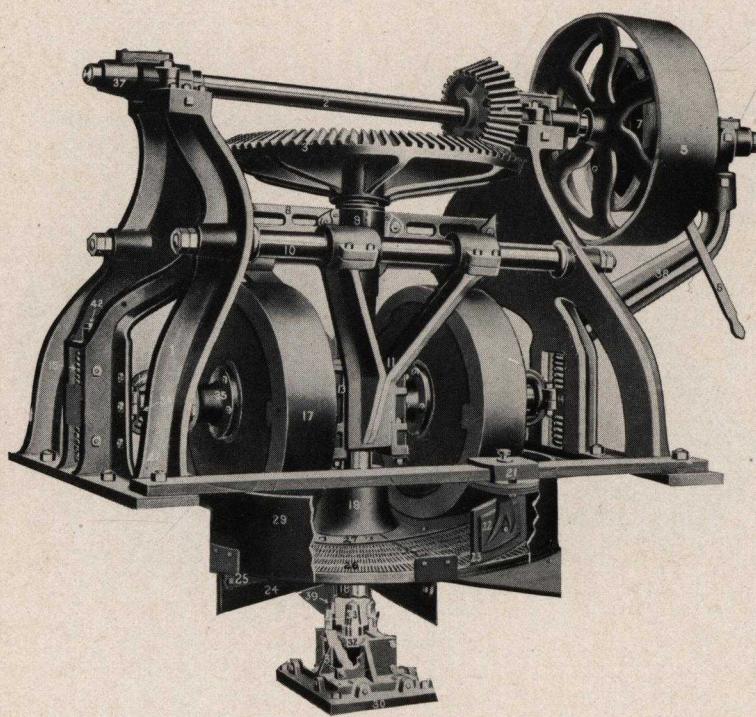
THE Model E-19 Screen is of the Revolving Type, built in the form of a cylinder, eliminating the objectionable corners of the hexagon screen, thereby reducing the tendency of the clay to gather or build up.

All perforated metal is easily renewable. The screening surface is made in three sections, any one of which may be renewed without changing the others.

Length overall.....	5 ft. 11 in.
Diameter of screen cylinder.....	3 ft. 9½ in.
Length of screen cylinder.....	12 ft. 0 in.
Diameter of pulley.....	30 in.
Width of pulley.....	6 in.
Speed of pulley.....	45 to 55 r. p. m.



Dry Pans



Stevenson Standard 9 Foot Dry Pan



WE are prepared to offer Dry and Wet Pans in any size, in either standard or heavy duty models, and will gladly furnish details upon request.

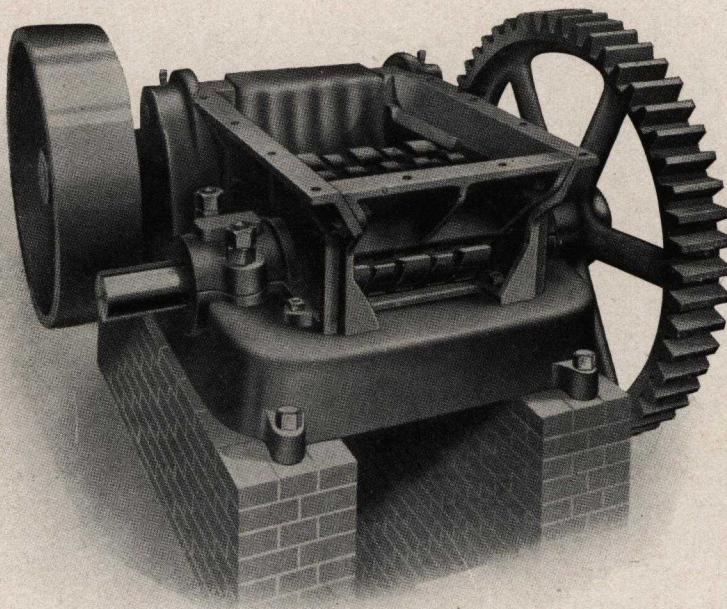
From an economic standpoint, the value of quality has been fully established by actual experience.

The Pan illustrated on the preceding page is a standard pan; the setting is designed for facilitating and cheapening the handling of ground clay to the elevator.

Diameter of rolls	50 in.
Face of rolls	10 in.
Crown wheel	72 in. x 7½ in., 6¾ in. bore
Pinion, solid or split	24 in. x 7½ in., 4 in. bore
Gear ratio	3 to 1
Friction clutch pulley	42 in. x 16 in.
Speed of pulley	105 r. p. m.
Weight	37,500 lbs.



Crushers

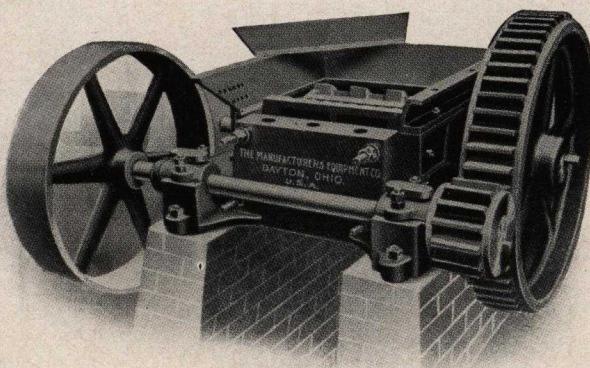


Rear View of Class "A" Crusher

A CRUSHER is a necessity to every modern and efficient clay working plant. The crusher possesses extraordinary strength, plus a large factor of safety. The Class "A" Crusher has fixed breaking plate; the Class "B", swinging breaking plate.

CLASS "A"

Size of Roll	Weight	Capacity in Tons per Hour $2\frac{1}{2}$ in. Cubes	Driving Pulley	Speed of Pulley	Speed of Roll	Estimated Horsepower
18 x 24	8200 lbs.	25	38 x 10	180	36	15-18
18 x 30	10500 lbs.	35	50 x 10	180	36	16-20
18 x 36	12000 lbs.	40	50 x 12	180	36	20-25



Front View of Class "B" Crusher

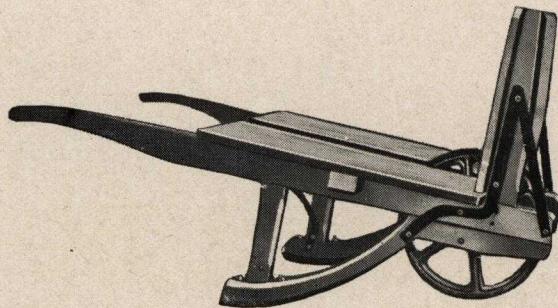
THE Swinging Breaking Plate in the Class "B" Crusher is mounted upon a heavy shaft and is adjustable. It is also provided with a renewable wearing plate.

CLASS "B"

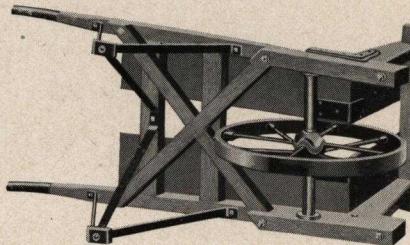
Size of Roll	Weight	Capacity in Tons per Hour $2\frac{1}{2}$ in. Cubes	Driving Pulley	Speed of Pulley	Speed of Roll	Estimated Horsepower
18 x 16	5000 lbs.	10	32 x 8	125	35	8-10
18 x 24	8800 lbs.	25	38 x 10	160	40	15-18
18 x 30	11000 lbs.	35	50 x 10	160	40	16-20
21 x 36	26000 lbs.	50	62 x 14	160	36	30-35
21 x 42	30000 lbs.	60	62 x 16	160	36	35-40



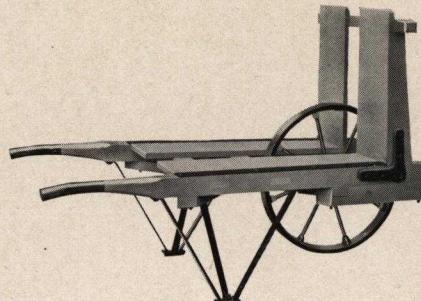
Wheelbarrows



OUR Wheelbarrows are characterized by their well balanced poise, easy running wheels, and sturdiness of construction—first quality lumber reinforced with heavy iron being used.



The illustration showing bottom view gives a clear idea of the method of bracing. Brick, clay, tile and sewer pipe barrows are carried in stock, in either style illustrated, and prices will be quoted upon application.





Wire Rope, Grate Bars and Accessories



FOR ordinary brick yard use, we recommend a 6 x 19 plough steel cable, which has a tensile strength of from 200,000 to 260,000 lbs. per square inch. This rope is furnished in sizes ranging from $\frac{1}{4}$ in. to $2\frac{3}{4}$ in. diameter.



Standard Cast Iron Grate Bar

Our cast iron Grate Bars are of an improved design and are carried in stock.

In addition to the products illustrated and described in the foregoing pages, we are prepared to furnish accessories, such as Cutting Wires, Perforated Metal, Pan Screens, Clips for Wire Rope, Pillow Blocks, Line Shafting, Bearings, etc.

Our Used Machinery Department provides an outlet for the plant that is installing new equipment, and also places at the disposal of our customers satisfactory used equipment.



Our Service Department

OUR Service Department has been created for the single purpose of giving service to our customers.

Our Service Representative will call regularly at the plants of our customers, and will render any desired assistance to the Superintendent. His aim will be to observe whether or not the equipment is working properly, and to give the plant the benefit of any accumulated knowledge he may have gained in his work at our own and other factories. He will advise in the ordering of repairs.

The experience of one plant is often of great value to another—whether it be a solution of clay problems, power problems, haulage problems, or any one of a hundred others. He will be a sort of encyclopedia for the trade.

Our aim is to give one hundred per cent Service, to co-operate without intrusion, to assist where assistance is desired.



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PITTSBURGH

